

Photos of the SBach re-build, 5

On first inspection the damage to the tail wasn't too bad, a crack in one half was my initial thought. However, when I looked at it again I saw that one half was not only damaged but was also bent back from the fuse. No problem, the tail is in 2 halves so simply unbolt it and remove to fix. Uh, no, the previous owner had glued the alloy wing spar tube into the carbon tubes so a simple slide off was out of the question. After careful (well not so careful) brute force I was able to break the tube free, trouble was it was the the carbon tube that broke free and it was the other tail half it broke free from!

Damage:



The wing tube pulled out from the wrong half!



At least I was now able to bend the alloy tube straight so that the broken half sat parallel to the fuse, but in doing so the dowel locator pegs had to be cut off. This meant that I then had to somehow fit new ones but I couldn't get the tailplane off to drill out the old one! Using a small drill bit at an angle I managed to remove enough of the dowel.



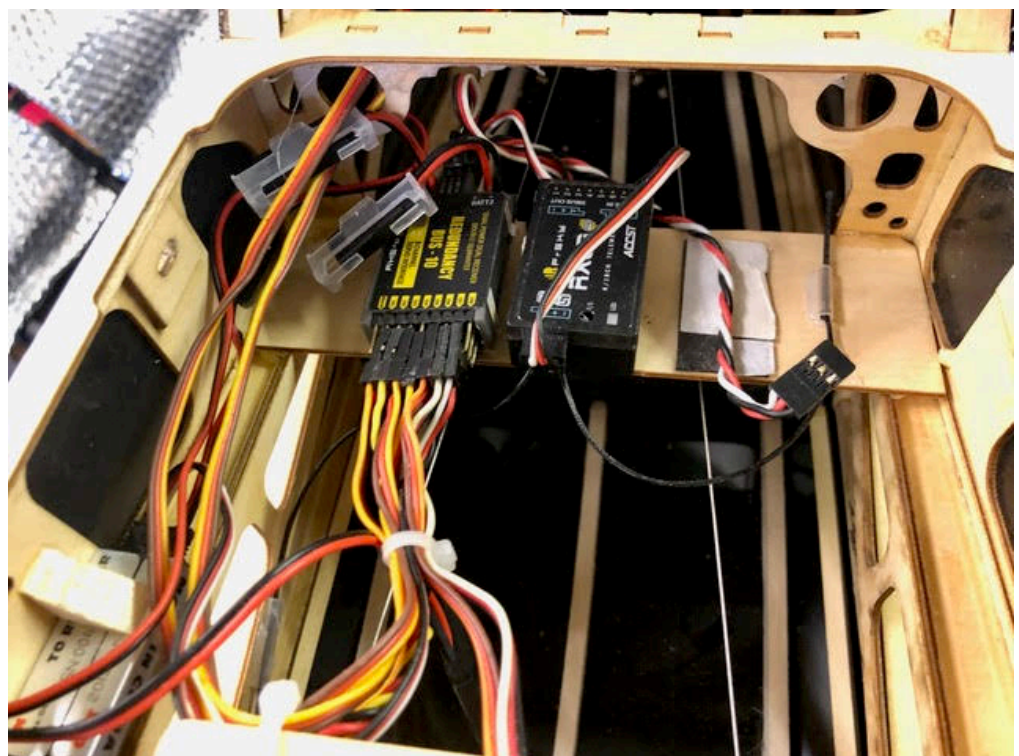
But how to fit a new dowel if I can't pull the tail away from the fuse? answer was to make a long dowel that went right through the fuse and would also serve for the other tail half.





Having spent far too long on this part I decided to rest my brain and tidy up a couple of things inside the fuse. Firstly I had to raise the rudder servo due to the new can tunnel.

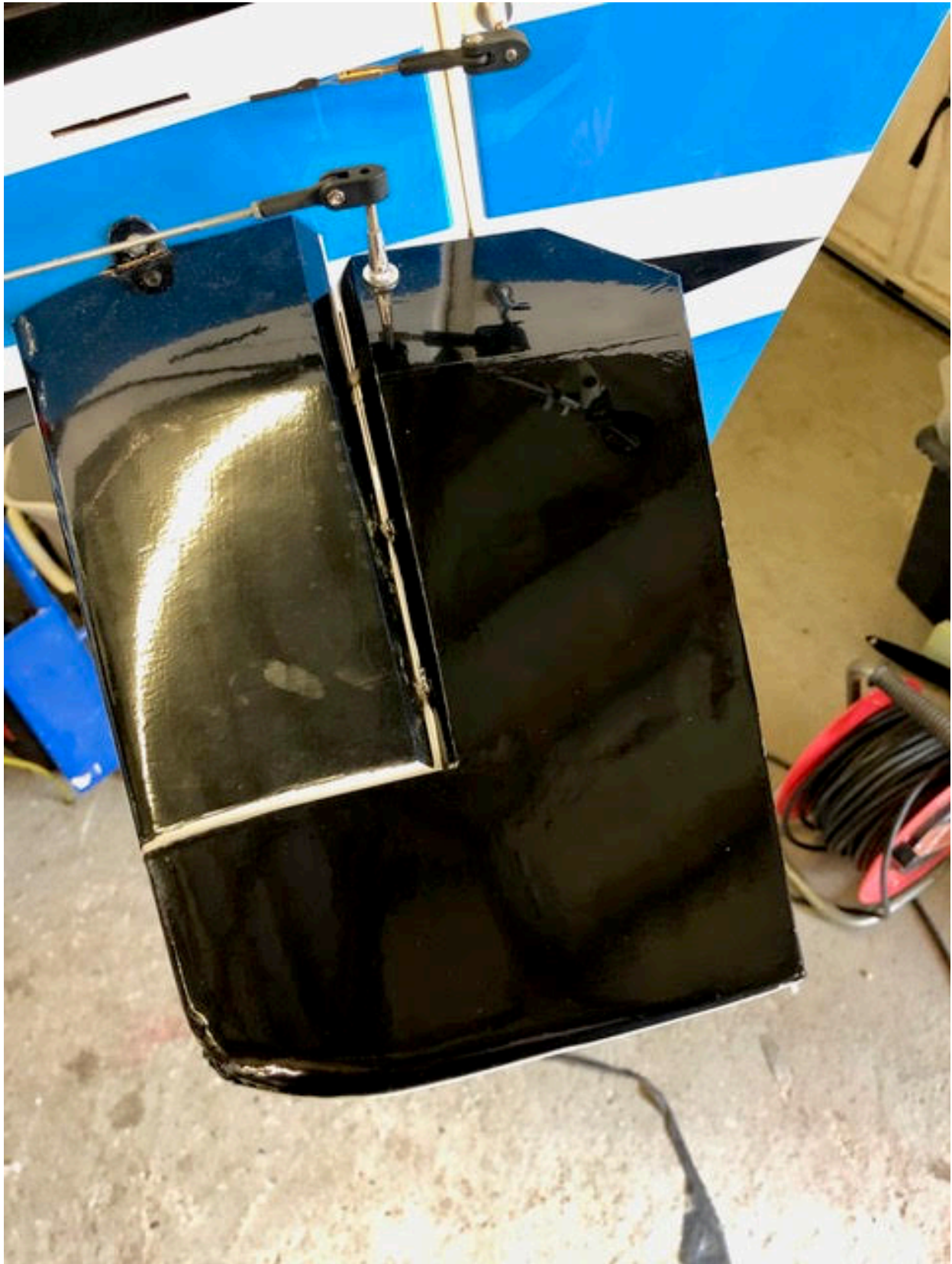
And the last (hopefully) fuse job was to re-attach the RX mounting tray (mustn't forget the second RX which is in another 'plane!).



Now back to the tail. The covering was stripped back and the repairs made.



Then recovered:



So that completes the fuse re-build.

Next up, the wings and I was not looking forward to this part as my memory told me that one was in a bit of a state!